

## RECORD LIST STARTS IN N. Y. C. S. REGATTA

Wind Falls With Half of Fleet in Gravesend Bay, but All Manage to Finish.

### DINGIES OUT FIRST TIME

All records for starters in lower bay yachting this year were broken in the annual regatta of the Brooklyn Yacht Club yesterday afternoon off the Atlantic Yacht Club in a breeze from the south that was true and steady until toward sundown, when it died out, leaving more than one half the fleet out on Gravesend Bay with hardly steerage way. All of the boats managed to finish, gratifying the regatta committee, made up of W. P. Kiggins, C. A. Kelly and Tom Moore, assisted by R. L. Finlay of the Atlantic Yacht Club.

The Alice appeared in the K. class. The two 27 footers were sent twice over a course made up of a spinnaker run from the straining line off Sea Gate to a mark off Bensonhurst. Here the light sail was taken in and the boats gybed booms to starboard for a broad reach to Fort Hamilton. Once round the mark off the fort the craft had a stiff beat down the channel to Can Buoy No. 11. Here the spinnakers were taken in and the boats were home. At the end of the first round the Alice was leading by 40 seconds. During the second round there was no change, the Davis being winning by 40 seconds.

In the second division of the handicap class the boats made a pretty start, all crossing on the gun except the Canoe, which was late. The joy soon drew away from the fleet, and although with light sails set she had no difficulty in leading the fleet around the course.

In the third round the boat home was the Sunbeam, the property of J. C. Pierce.

Four of the knockabouts had an exciting contest with the Skylark the first across the finish line.

The star boats sailed the same course as the knockabouts and the winner was the Shadow, the property of W. L. Ingle.

For the first time this season the dingies of the New York Yacht Club came to the starting line. They were sent once around the same course as the stars and the knockabouts, the winner being the Lila, the property of F. Panch.

The regatta committee has decided to sail the following courses for the remainder of the season.

**SLOOPS—CLASS G—START, 3:00—COURSE, 12.5 MILES.**

**HANDICAP CLASS—SECOND DIVISION—START, 3:05—COURSE, 12.5 MILES.**

**HANDICAP CLASS—THIRD DIVISION—START, 3:10—COURSE, 12.5 MILES.**

**STAR—START, 3:15—COURSE, 12.5 MILES.**

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## SUDDEN SHIFT IN WIND GIVES RESOLUTE RACE

Vanitie Gets Better Start and Also Outsails Her on Two of Three Legs, Yet Loses Contest Through Advantage Gained by Rival at One Point.

A sudden shift in the wind while the Vanitie was leading the Resolute on the second leg of the course in yesterday's race reversed the positions and enabled the Resolute to gain such a lead that the Vanitie, although she made gains on the wind, was unable to catch her and the Resolute won by 3 minutes 41 seconds elapsed time.

It was the Glen Cove regatta of the New York Yacht Club and sailed in impartial Sound weather, light fair, winds at the start which shifted and later freshened to a moderate sailing breeze. There were races for the cup yachts and 50 and 30 footers.

The fleet gathered at Glen Cove early in the morning, and there were so many steamers and big schooners that it seemed almost like the start of the cruise. Among the best known yachts noticed were Commodore G. F. Baker's Viking, ex-Commodore Frederick C. Bourne's Albatross, T. W. Sloan's Ranger, Robert E. Todd's schooner Katoora, Allison V. Armour's U. W. P. Perkins's Moxie, Alex. S. Cochran's Minerva, Henry Walters's Narada, George W. Scott's Miladi and N. G. Herreshoff's Heliograph.

The race committee made the signals from the Viking and selected a course with turning marks off Parsonage Point and Long Neck Point for the cup yachts. The starting line was between Mott's and Prospect points and the length 2.5 miles. The preparatory signal was made at 1 o'clock and ten minutes later the starting signal sounded. Among the first to start were the Vanitie and the Resolute.

The Vanitie, with Cornelius Vanderbilt at the wheel, had the Resolute completely covered, and Mr. Adams, realizing his defeat, called a later start away from the Vanitie. The Vanitie, as soon as the Resolute broke out a balloon jib, which she crossed at the last second allowed without a handicap. The Resolute, following, was handicapped 1 minute 15 seconds.

They had boats to port and reached across the Sound, and Vanitie steadily drew away from Resolute in what always has been the favorite race.

The Vanitie passed the first mark at Parsonage Point at 1:41:43, and the Resolute at 1:43:31, so that the Vanitie had gained a lead of 37 miles.

They jibed at this point, lifted their balloons over the head stays and slowly leaved on toward the next mark, 6.5 miles away. The Vanitie held her course, but the Resolute worked out to the southwest with the idea of getting to windward of the Vanitie and being able to take advantage of any freshening breeze.

There was no change in the relative positions of the two yachts until 2:25 o'clock, when the wind hauled more westerly. The Resolute hauled her boom over the starboard and set a spinnaker. The Resolute jibed, trimmed in her sheet and hauling the wind reached in front of the Vanitie, which was dead before it, and in a few minutes she had wrestled the lead from the Vanitie.

Instead of then bearing away and running down the wind Resolute held on well in toward Indian Harbor, her skipper, having decided to do what is called tacking to leeward. The theory is that in winds up to a certain strength a yacht can travel so fast with the

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## SIXTH DAY YACHTING BECOMES POPULAR

Innovation Among Jamaica Bay Boat Devotees Greeted by Good Wind.

### SURPRISE IN A WINNER

For the first time in many years the yachtsmen of the Jamaica Bay district held a Saturday afternoon association contest managed by the Belle Harbor Yacht Club. The wind was from the south and had enough strength to send the boats around shortened courses off the clubhouse in excellent time. It also did not kick up a big sea, allowing the power boat division good contests.

As the ratings of many of the power boats were not known the winners in all of the divisions could not be announced. However, the regatta committee, made up of C. H. Cavanaugh, C. A. Merritt and C. H. Greene, said that in the sailing division the principal class was won by A. Van Winkle's Surprise.

A special class of knockabouts brought four yachts to the starting line. Clinco finished second. Sindbad had a sailer in the cabin catboat division.

The first of the cabin cruisers to cross the finish line was Nelro, Marion was second, and the regular special class was won by Nelro.

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## CUP YACHTS TO GO OUTSIDE THIS WEEK

Resolute and Vanitie Meet in Three Races Similar to Real Cup Events.

### LARCHMONT WEEK HERE

The Resolute and Vanitie will race this week off Sandy Hook. They will start from a line off the Ambrose Channel Lightship or some point where a course can be laid that will keep them out in deep water and away from the land and possible tides. The courses are similar to those selected for the America's Cup race contests, the first and third being fifteen miles to windward and return and the second over a triangular course, ten miles to each leg.

These races will show just how much better the Vanitie is this year because the yachts will sail where they may have rough water. Under any circumstances they will have to contend with the ocean swell. Tuesday, Wednesday and Thursday have been selected for the races and the yachts will anchor each night in the Horseshoe. Several steam yachts will also remain there for the three days.

Last year three similar races were most interesting. One was sailed in a fresh wind and very fast time was made over the triangular course. In one of the others the wind was fresh, but not steady in the third it was light.

The Resolute won all three races, but Capt. Dennis was harshly criticized for the way he handled the Vanitie. This year the Vanitie will have no excuses. She is in fine racing trim, her sails fit well and she has a finely organized crew which have been well drilled by W. Butler Duncan.

After these three days the yachts will return to the Sound and will sail with the Larchmont Yacht Club next Saturday at the opening of their club season. The Larchmont Yacht Club will sail these two yachts will be started earlier than the rest of the fleet and will sail a long course which will keep them out of the Sound of smaller craft.

Then go to Newport for four races off that port and after those will prepare for the annual cruise of the New York Yacht Club.

Race week at Larchmont will be conducted much on the same way as in former seasons. There will be six big races and the regular and special classes will compete for series prizes, the winners being determined by the point system in the usual way. It is expected that the average number of yachts each day will be considerably over 100. Each evening entertainments have been arranged for members of the club and visiting yachtsmen. Tuesday and Wednesday will be the day for the sports and swimming races will be held in the afternoon and in the evening the annual Larchmont ball will be held.

The Larchmont Yacht Club is a prosperous organization. Commodore Ford has smoothed over all friction, the old guard is on hand again and things are being run as they were in the days when the club was one of the most popular in the district.

The Greenhook Cup for Class R yachts off the Larchmont Yacht Club will be sailed for this week off Greenhook. This trophy was first raced for last year and was won by the Marblehead Yacht Club, which defeated the Joyetta and Margaret. The winning yacht carries home to the club it represents a replica of the big trophy which is the Larchmont Yacht Club's.

Three races have been arranged for Tuesday, Wednesday and Thursday and the racing will be continued if the weather will permit. The races are alternately windward and return and triangular, each course measuring twelve nautical miles. All classes will sail the windward and return course, the triangular course will be sailed by the Marblehead Yacht Club.

The Marblehead Yacht Club, which is the defending champion, will sail the triangular course, the windward and return course will be sailed by the Joyetta and Margaret.

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## MARGARET DEFEATS JOYETTA WITH EASE

Margin of Over Four Minutes Between Victor and Vanquished.

### CAROLINA SUCCESSFUL

Twenty-seven yachts started in the annual regatta of the Riverside Yacht Club yesterday on the Sound. Counter attractions kept many of the racing yachts away. They raced in a light southwest wind and all but two finished. The larger yachts sailed to Matinecock Point, Centre Island and home, having windward work on the first leg. The Carolina won in the first handicap division and, although the Robin Hood was first in the third division, was beaten on corrected time.

Clifford E. Mallory's Margaret defeated Commodore W. H. Child's Joyetta in the Class R race by 4 minutes 10 seconds. Brilliant was the winner in the second class, and in the star class George A. Corry won with Little Dipper. Charley Davis took the wrong course with the Neptune and sailed much farther than he had to. In the Indian Harbor class the winner was the Yacht, owned by F. S. Page. A. G. Hanan sailed his small sloop, Little Robin, against the regulars and defeated all by more than three minutes from the Yacht. The summaries:

**HANDICAP CLASS, FIRST AND SECOND DIVISIONS—COURSE, 14.5 MILES—START, 2:15.**

**CLASS R—START, 2:15.**

**CLASS B—START, 2:15.**

**CLASS A—START, 2:15.**

**CLASS C—START, 2:15.**

**CLASS D—START, 2:15.**

**CLASS E—START, 2:15.**

**CLASS F—START, 2:15.**

**CLASS G—START, 2:15.**

**CLASS H—START, 2:15.**

**CLASS I—START, 2:15.**

**CLASS J—START, 2:15.**

**CLASS K—START, 2:15.**

**CLASS L—START, 2:15.**

**CLASS M—START, 2:15.**

**CLASS N—START, 2:15.**

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**CLASS R—START, 2:15.**

**CLASS S—START, 2:15.**

**CLASS T—START, 2:15.**

**CLASS U—START, 2:15.**

**CLASS V—START, 2:15.**

**CLASS W—START, 2:15.**

**CLASS X—START, 2:15.**

**CLASS Y—START, 2:15.**

## SPECIAL CHANNELS FOR MOTOR BOATS

Power Boat Association Aims at Many Improvements in General Conditions.

### MORE BUOYS REQUESTED

The American Power Boat Association is planning to broaden its scope of influence, and at a meeting of the members of the council recently it was decided to report to the members suggestions that had been made by a special committee and to invite discussion and further suggestions. The committee advises that the association "requests each section to appoint a special committee to particularly look into and improve conditions for the cruising motor boat men, especially in the following respects:

1. That the association suggest the appointment of a legislative committee to see that no Federal law be enacted unfavorable or unfair to motor boats. The other suggestions relate to the publication of a list of measures, times, etc.; the appointment of a committee to effect an approved standardization of engine horsepower ratings, boats and equipment, and to print in the year book the Government requirements for the equipment of motor boats.

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